

operated free of tolls, or the rates of tolls shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper care, repair, maintenance, and operation of the bridge and its approaches. An accurate record of the cost of the bridge and its approaches, the expenditures for operating, repairing, and maintaining the same, and of the daily tolls collected shall be kept, and shall be available for the information of all persons interested.

SEC. 3. The right to alter, amend, or repeal this act is hereby expressly reserved.

Approved, June 7, 1926.

Record of expenditures and receipts.

Amendment.

**CHAP. 480.**—An Act To amend section 5 of the Act entitled "An Act to provide for the removal of what is now known as the Aqueduct Bridge, across the Potomac River, and for the building of a bridge in place thereof," approved May 18, 1916, and section 12 of the Act entitled "An Act to provide for eliminating certain grade crossings, and so forth," approved February 12, 1901, as amended.

June 7, 1926.  
[H. R. 7380].

[Public, No. 339.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That so much of section 5 of the Act entitled "An Act to provide for the removal of what is now known as the Aqueduct Bridge, across the Potomac River, and for the building of a bridge in place thereof," approved May 18, 1916, as requires all electric railways using the new bridge provided for by such Act to pay into the Treasury of the United States the sum of one-half of 1 cent for each passenger transported each way over such bridge, is hereby repealed. This section shall take effect (but in no event before thirty days after the enactment of this Act) upon the revocation of that part of order numbered 482 of the Public Utilities Commission of the District of Columbia, dated July 7, 1922, authorizing the Capital Traction Company to charge and collect from each passenger carried across such bridge an additional fare of one-half of 1 cent per trip.

District of Columbia.  
Francis Scott Key Bridge.

Payment by electric railways for passengers crossing, repealed.

Vol. 39, p. 164, repealed.

Effective date.

SEC. 2. So much of section 12 of the Act entitled "An Act to provide for eliminating certain grade crossings on the line of the Baltimore and Potomac Railroad Company, in the city of Washington, District of Columbia, and requiring said company to depress and elevate its tracks and to enable it to relocate parts of its railroad therein, and for other purposes," approved February 12, 1901, as amended, as reads as follows: "Each street railway company using said bridge shall pay in addition to other taxes as by its charter provided, one-half of 1 cent for each and every passenger carried across said bridge," is hereby repealed. This section shall take effect upon the reduction of each rate now in force in respect of the carriage of any person by electric railway from or to a point in the city of Washington to or from a point in Virginia beyond South End station, in an amount not less than one-half of 1 cent.

Highway Bridge.  
Payment by street railways for passengers carried over, repealed.

Vol. 31, p. 773, repealed.

Effective date.

Approved, June 7, 1926.

**CHAP. 481.**—An Act To authorize the widening of Harvard Street in the District of Columbia, and for other purposes.

June 7, 1926.  
[H. R. 11118].

[Public, No. 340.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That under and in accordance with the provisions of subchapter 1 of Chapter XV of the Code of Law for the District of Columbia, the Commissioners of the District of Columbia be, and they are hereby, authorized and directed to institute in the Supreme Court of the District of

District of Columbia.  
Harvard Street and Adams Mill Road NW.  
Condemning land to widen.  
Vol. 34, p. 151.